

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. Contract ID Code		Page of Pages 1 5	
2. Amendment/Modification No. 0001		3. Effective Date 03 OCT 2002		4. Requisition/Purchase Req. No. N00383-02-Y-3153	
5. Project No.					
6. Issued By CODE NAVY INVENTORY CONTROL POINT 700 ROBBINS AVENUE PHILADELPHIA, PA 19111-5098 Attn: Joy Capka, Code 0221.04 E-Mail Address joy_capka@icpphil.navy.mil		7. Administered By (If other than Item 6)			
8. Name and Address of Contractor (No., Street, County, State, and Zip)		X	9A. Amendment of Solicitation No. N00383-02-R-0060		
		X	9B. Dated (See Item 11) 25 SEP 2002		
			10A. Modification of Contract/Order No.		
			10B. Dated (See Item 13)		
Code		Facility Code			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
(X) The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of offers _ is extended, <u>X</u> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning ___ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment your desire to change an offer already submitted, such changes may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify Authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (Such as changes in paying office, appropriation data, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor() is not, () is required to sign this document and return copies to the issuing Office. Attn: Code					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.					
1. The closing date for subject solicitation is remains the same at 2:00 pm local time on 25 OCT 2002 . Offerors are required to sign and return this amendment. Failure to do so may render your offer as non-responsive.					
2. Changes to subject solicitation are listed on pages 2 of this amendment. Questions received and their answers are on pages 2-4. Any further questions on this solicitation must be submitted in writing to Joy Capka, Code 0221.04 via e-mail at joy_capka@icpphil.navy.mil no later than 11 OCT 2002.					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA	
(Signature of person authorized to sign)		(Signature of Contracting Officer)		16C. DATE SIGNED	

A. The following changes are made to subject solicitation:

1. The quantity of the following GFM to be supplied under Clause K08 entitled "Government Property Offered/Required for Use" on page 26 of the solicitation is changed as shown below:

Pitchlock Regulator	P/N 558279	NIIN 00-887-0118	From: 5 each	To: 2 each
Low Pitch Stop Assy	P/N 774473-1	NIIN 01-142-4521	From: 5 each	To: 2 each
De-icer Contact Ring	P/N 557045	NIIN 00-887-0114	From: 5 each	To: 2 each

B. Below are answers to questions received to date on subject solicitation:

1. Will we be receiving propellers that are assembled and or disassembled in boxes and will they be shipped back the same what as received?

ANSWER: This question will be clarified in a subsequent amendment.

2. It seems that SB 132 (taper bore inspection and repair) is not totally included. Do we do that bulletin or do we follow the NAVAIR?

ANSWER: Taper bore inspection shall be done in accordance with the I-level manual. Any repairs required to be conducted as a result of this inspection and which are in excess to the I-level manual will be conducted per the depot level manual.

3. SB 134, 135 re: cold roll. There is a certain population of blades by serial number that require this to be done once.

ANSWER: 1. Cold roll of blades for compliance with Propeller Bulletin 112 (SB134,SB135) will not be required under this contract. 2. If cold roll is required due to machine of the blade shank, use of a qualified Hamilton Sundstrand source or performance of Government witnessed First Article Test will be required. Note - residual Stress Test will not be required in this case.

4. SB 61-143 is use of double change letter blade segment gears in the hub assembly.

ANSWER: This is addressed by PRB110 and, if not previously incorporated, will be required to be completed.

5. History tells us that a good number of blades need blade straightening and/or re-angle. Per the NAVAIR 03-20c4 paragraph caution in WP 005 after paragraph 5 on page 18, it states that blades requiring this work will need to be returned to depot.

ANSWER: This procedure is addressed by the Depot manual for the blades and will be the responsibility of the contractor to perform or to have performed by a qualified source.

6. Nothing was included in the repair for the pitch lock regulator, how is that handled?

ANSWER: This will be provided at Government Furnished Material. See Clause K08.

7. Can we use PMA parts and parts we currently manufacture with FAA approval?

ANSWER: As per Clause C-03 on page 9 of the solicitation, all parts shall be obtained from the prime contractor Hamilton Sundstrand. Use of a Hamilton Sundstrand approved distributor requires approval by

the contracting officer. Requests to use a source other than Hamilton Sundstrand shall be submitted to the contracting officer together with documentation demonstrating the source is an approved Hamilton Sundstrand distributor.

8. Safeway products, Division of B.F. Goodrich is the manufacturer of the blade heater 538876 and also the end boot, p/n 538875. They manufacture directly for Hamilton Sundstrand and they also sell on the open market. Are we able to utilize this supplier on this contract?

ANSWER: As per Clause C-03 on page 9 of the solicitation, all parts shall be obtained from the prime contractor Hamilton Sundstrand. Use of a Hamilton Sundstrand approved distributor requires approval by the contracting officer. Requests to use a source other than Hamilton Sundstrand shall be submitted to the contracting officer together with documentation demonstrating the source is an approved Hamilton Sundstrand distributor.

9. There are numerous expensive items that may on occasion have to be replaced. Unless Derco can furnish some of the parts, our choice is to have the Navy furnish them or have the navy allow us to use what we have in surplus.

ANSWER: As per Clause C-03 on page 9 of the solicitation, all parts shall be obtained from the prime contractor Hamilton Sundstrand. Use of a Hamilton Sundstrand approved distributor requires approval by the contracting officer. Requests to use a source other than Hamilton Sundstrand shall be submitted to the contracting officer together with documentation demonstrating the source is an approved Hamilton Sundstrand distributor. However, generally the use of used surplus or surplus for which traceability data to prior Government accepted material does not exist will not be authorized for use.

10. What about the consumable supplies, e.g. lockfoam, acetone, paint, etc, also hardware. Are we forced to buy this from Hamilton Sundstrand or is it only physical parts that are actual propeller parts that we must go to them for?

ANSWER: Consumable parts need to be purchased and certified per the required specification; however, they need not be purchased from Hamilton Sundstrand. Hardware identified by Mil Spec, AN, NAS also may be purchased from qualified sources other than Hamilton Sundstrand.

11. Do I understand it correctly that for Hawaii we should price transportation by air?

ANSWER: All offerors must determine method of shipment and price transportation as required to meet the contract requirements.

12. After the award of the contract how long before the winner will receive products to work on?

Answer: The Navy will start shipping retrograde items to the successful contractor within 90 days of the contract award.

13. Under paragraph 3.1.1.2.2 you cite NAVAIR 03-20cbbk-1 WP 010 for hub/barrel repair but in reality WP010 deals with the dome assembly.

Answer: In paragraph 3.1.1.2.2 NAVAIR 0320CBBK-1 should read Work Package 007 vs. 010. Work Package 010 of NAVAIR 03-20CBBK-2 addresses the hub/barrel repair.

14. What do we do about Hamilton Sundstrand SB 54h60 61-143 & SB 147 dealing with the blade segment gear?

ANSWER: This is addressed by PRB110 and, if not previously incorporated in the propeller, will be required to be completed.

15. Under Category 1 repair 03-20CBBK-1 WP 007 it is necessary to teardown and inspect dome by removing the dome shell and the lever sleeve (unless we have to replace the feather locks), but in Category 4 it is to be inspected per 03-20CBBK-2, which is a complete teardown and inspect.

a. Does this mean that if we get a propeller in and there is a problem with the dome that we only tear it down to remove the shell and the lever sleeve as stated in the WP 007 of 03-20-cbbk-1 and if there is a problem further into the dome we go no further and return the whole prop to depot for further repair.

Answer: Yes. The contract requires you to perform inspections and replacement of parts per the I-level manual. If during performance of the I-level inspection you find that the feather lock requires replacement you are to perform this specific repair per the depot level manuals as stated in the SOW. Other depot level repairs will require the propeller to be rejected.

b. Or do we now revert to 03-20cbbk-2. If so how do we determine that if we only teardown to remove the dome shell and lever sleeve.

Answer: Complete repair of the dome is not addressed by I-level manuals. Specific depot repairs that are authorized to be performed are specified in the SOW.

16. Trying to understand the dome repair. You will be sending us dome assemblies, without the low pitch stop assembly installed and under 03-20cbbk-2 WP 006 we are to completely disassemble, inspect, repair and how do we test without the low pitch stop assembly being installed.

Answer: The Navy is sending propeller assemblies. We are not sending dome assemblies without low pitch stop assembly. We are providing a pool of low pitch stop assemblies should any low pitch stop assembly received with the propellers exceed I-level repair requirements.

17. There does not seem to be any work to be done on the low pitch stop lever assembly, or the pitch lock regulator unless it is with the Category 1 propeller assemblies. Is this correct.

Answer: Correct. The SOW does not allow for repairs of these units beyond that which is called out in the "I" level manual.

18. If we have to deal with the replating of the barrel tail shaft, you are giving us 20 days to do the job and get it back to you.

Answer: Each contractor is responsible for development of their plan to meet the contract requirements.

19. High value piece parts (dome cams, piston, barrel) are problems. How are we to handle a scrapped barrel - do we have to buy a \$50,000.00 barrel to keep in stock just in case it goes bad.

Answer: All contractors need to review the SOW and associated documents. If the barrel is found to require repairs in excess of that allowed by the SOW the propeller assembly is to be returned to the AIMD. Specifically addressing the Barrel, if this were to exceed the I-level manual inspection limits and could not be repaired through application of allowable depot level barrel repairs per the SOW, then as the barrel is replaceable at depot only and the entire propeller is to be returned to the AIMD.

20. If this contract starts fairly quickly after the award, how do we deal with the long lead times for parts?

Answer: All contractors will be responsible for all parts required to accomplish the repairs authorized/required by the SOW. Parts only authorized for Depot level replacement in conjunction with repairs not authorized by the SOW e.g.; barrel replacement are not required to be supplied by the contractor.

21. I have based my bid on using the factory distributor that you request, but now I am losing money because they do not have the part in stock and I have to go to someone else and pay more to get the job out on time. To make this worse, I may have this same part in stock (with no trace) that I could use if allowed.

Answer: As per Clause C-03 on page 9 of the solicitation, all parts shall be obtained from the prime contractor Hamilton Sundstrand. Use of a Hamilton Sundstrand approved distributor requires approval by the contracting officer. Requests to use a source other than Hamilton Sundstrand shall be submitted to the contracting officer together with documentation demonstrating the source is an approved Hamilton Sundstrand distributor.

22. For the pricing of Category 2 Blade Repair is this category for a single blade repair or all four blades repair requirements per propeller?

Answer: Category 2 should be priced for a single blade repair and there can be up to 4 occurrences of blade repairs for each propeller.

23. How were the quantities developed that are currently in the solicitation?

Answer: The estimated quantities in the solicitation are based on historical data.